Upgradation of Ahmedabad Airport

159. SHRIMATI URMILABEN CHIMANBHAI PATEL: Will the Minis ter of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Ahmedabad Airport is to be converted into international airport and named after 'Sardar Vallabhbhai Patel International Airport' in the Eighth Plan period;

(b) whether it is also a fact that all the formalities have been completed for the purpose but the Airport Authority of India is delaying the scheme;

(c) if so, the reasons therefor; and

(d) the time by which the scheme will be finalised?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) Ahmedabad Airport has already been renamed as 'Sardar Vallabhbhai Patel International Airport' on 07-12-1996 and facilities exist for limited international operations.

(d) Ahmedabad Airport is being up-graded to international standards for the operation of B-747 type of aircraft. In phase-I, runway is being strengthened and extended to 11500' with associated pavement works. The works have been awarded and are likely to be completed by November, 2000.

Proposal for collaboration between Tata Industry and Singapore Airlines

160. SHRI AKHILESH DAS:
SHRIMATI VEENA VERMA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a proposal for collaboration between Tata Industries and the Singapore Airlines for operating domestic Air services in India has been under consideration of Government;

(b) the details of the foreign equity participation offered and whether the same has been cleared by the Foreign Investment Promotion. Board;

(c) whether the collaboration proposal meets the requirements of Government's Civil Aviation Policy; if so, to what extent; and

(d) the reasons for delay in clearing the same?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (d) In December, 1997 M/s Tata Industries had submitted a proposal to Foreign Investment Promotion Board (FIPB) for foreign equity of 40% in M/s Tata Airlines Pvt. Ltd. by issue and allotment of equity shares upto a maximum of Rupees equivalent of US $ 83.00 million (around Rs. 332 crores) to Foreign Institutional Investors. The prop-osal also involved technical collaboration with M/s Singapore Airlines. The proposal envisaged a fleet of 18 aircraft in 5 years.

While the proposal was being examined by the Government, M/s Tata Industries withdrew their proposal on 1st September, 1998.

Protection of International Passenger Traffic

161. KUMARI NIRMALA DESHPANDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have worked out growth projection in international air passenger traffic for the next 20 years; if so, the details thereof;

(b) whether the existing facilities at international airports are getting satu rated requiring expansioivupgradation of other airports to handle ever growing international air passenger traffic;

(c) if so, the details of plans, proposed to be implemented during the current year and Ninth Five Year Plan; and

(d) the details of airports identified for upgradation to handle international air passenger traffic and proposals received and processed by Government and present status thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) According to the traffic projections taken into account while finalising the Policy on Airport Infrastructure, the growth rate of international passenger traffic at Indian airports would be:—

1996-1997 to 1999-2000 : 7%

2000-2001 to 2004-2005 : 6%

2005-2006 to 2011-2012 : 5.5%

2012-2013 to 2016-2017 : 4.9%

(b) and (c) The requirement of additional facilities at International Airports are reviewed periodically and expansion and upgradation works undertaken accordingly to meet the demand of growing traffic. Saturation of facilities at International airports at Delhi, Calcutta, Chennai and Thiruvananthapuram is therefore not expected in the near future. However, at Mumbai Airport, even after the expected commissioning of Terminal II-C in August, 1999, airport facilities are lik»ly to get saturated due to landfcpace constraints. Hence, the Government has constituted a Committee to examine the feasibility of setting up a second airport at Mumbai. The report of this Committee is awaited.

(d) The Policy on Airport Infrastructure has identified Bangalore, Hyderabad, Ahmedabad, Amritsar and Guwahati airports for upgradation to international standards. A Task Force has been set up by the Government under the Chairmanship of Deputy Chairman. Planning Commission to look into this aspect.

Air services from Amritsar to U.K., Eurpoe and Canada

162. SHRI SUKHDEV SINGH LIBRA:
SARDAR GURCHARAN: SINGH TOHRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to operate direct flights from Amritsar to destinations in Europe, United Kingdom and Canada for the benefits of Punjabis settled or working there; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Because of shortage of aircraft capacity and insufficient traffic potential, Air India is unable to provide direct international flights to<from Amritsar. Air India is, however, operating twice weekly hub and spoke flights between Delhi and Amritsar and which provide connections to Frankfurt, Paris, London, New York, Chicago and Moscow.

Non-clearance of Tata Airlines proposal

163. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that clearance to the Tata Airlines proposal is being delayed even though it meets all the criteria listed in this regard; and

(b) the salient features of Government criteria and which ones are not being met by the Tatas?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) On 1st September 1998, M* Tata Industries have withdrawn their proposal submitted in December, 1997 to operate domestic scheduled air transport services.

Salient features of the policy on domestic air transport services sector are enclosed in the Statement.

Statement

Salient features of new domestic air transport policy

1. Foreign equity upto 40% and NRI/OCB investment upto 100% would be permitted in the domestic air transport services.

2. Equity from foreign airlines will, however, not be allowed directly, or indirectly, in the domestic air trans port services.*